



Sunrise Herald

July 2025 Volume 18 Number 7

Sunrise Division Officers

Superintendent.....William Boorman
 Asst. Superintendent.....Dennis Hagen
 Secretary.....Bob Hochstetter
 Treasurer.....Dave Clifford
 Program Chair.....Gary Myers
 Division AP Chair.....Gerry Meltzer
 Youth Coordinator.....Position open
 Education Chair.....Stewart Jones
 Modular Layout Chair.....Adam Crews
 Herald Editor.....Bob Hochstetter

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Layout Photos of the Month

This month's three photographs were taken by the editor on May 17, 2025, during the Rocky Mountain Region's Annual Convention in Durango, Colorado.

These photographs are from Mike May's HO scale White Pass & Yukon narrow gauge layout.



July Meeting Notes

The regular monthly meeting of the Sunrise Division of the National Model Railroad Association was held on July 3, 2025, at Holy Love Lutheran Church. Superintendent William Boorman conducted the meeting. The meeting was called to order at 7:00 p.m. Eighteen members attended in person. No one joined using the NMRA's Interchange on Discord.

William began the meeting by asking the members for a self-introduction and their plans for the July Fourth holiday.

Tool Time, Show 'n' Tell, the Clinic, Announcements, and more followed the self-introductions. All of these are included in this issue of the Herald.

William adjourned the meeting at 8:54 p.m.

Next Meeting

The next meeting will be Thursday, August 7, 2025, in person at Holy Love Lutheran Church, 4210 S. Chambers Road, Aurora, Colorado. The meeting will start at 7:00 p.m. The meeting will also be streamed on NMRA Interchange with sign-in between 6:30 and 7:00.

90th Anniversary Celebration

Plan now for the celebration of the 90th anniversary of the NMRA. There will be a picnic and open house for members and families of the Sunrise, Front Range, South Suburban, Pikes Peak, and Northern Colorado Divisions of the NMRA.

When: August 30, 2025, from 9:00 a.m. until 3:00 p.m., with lunch between 12:00 p.m. and 1:00 p.m.

Where: the Lockheed Martin Recreation Area/ Scenic Line Club Layout.

An email invitation and a map will be sent at a later date.



Video of the Month

Since Mike May's layout is featured in this month's Layout Photos of the Month, I selected this short video featuring the White Pass & Yukon Route. (Ed.)

White Pass Scenic Railway in Skagway

<https://www.youtube.com/watch?v=FTFUhtah6-Y>

If you find a video that you think our members might enjoy, please send me the link. (Ed.)

Scheduled Tool Time Theme

August— Track Alignment/Joiner Tools—Chuck Gahm

Show 'n' Tell Themes for 2025

August—Layout schematic
September—Utility trucks
October—Tractor-trailer rigs
November—Scenery
December—Anything Goes

Scheduled Clinic

August—100 Years of Innovation—William Boorman

Reminder

To reduce problems, especially for those who attend the meeting online, we continue to ask that Show 'n' Tell photos, Clinic presentations, and Tool Time photos be taken before the meeting and sent to:

Gary Myers (garymyers06@comcast.net) and William Boorman (caspienkronos@yahoo.com) for presentation at the meeting, and to the editor (rlhoch422@gmail.com) for inclusion in the Sunrise Herald. (Ed.)



Module Report

Adam Crews reported that he and Larry Stephens had checked all the track and circuit breakers over the last few weeks in preparation for displaying the modules at the North Platte Rail Days. Adam has ordered signals from Showcase Miniatures and plans to assemble them soon.

North Platte Rail Days.

Module set up is scheduled for Thursday July 31, 2025.

The show will be on Aug 1st, 2nd, and 3rd. Volunteers are needed to set up and tear down the layout, and to run trains.

Contact Adam Crews for more information: adamcrews83@gmail.com.



Show 'n' Tell

This month's Show 'n' Tell subject was **Engine Facility/Design.**

These four photos are of engine facilities on Nick Tomlinson's large home layout.



Gary Myers showed these four photos and captions of engine facilities. This turned into a terrific tutorial as he explained the steps required for servicing steam locomotives.

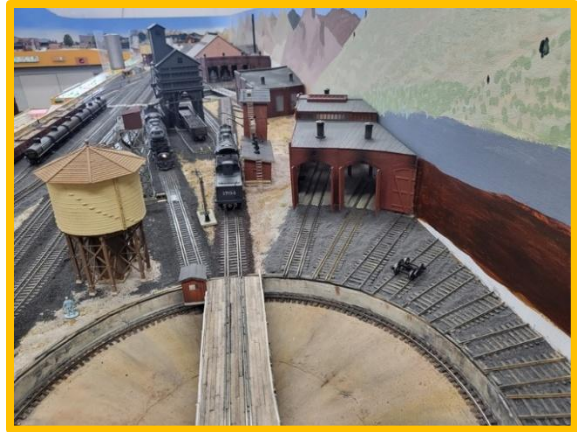


First stop on the inbound track, D&RGW #3618 gets coal at the coaling tower. For added operations, 2 coal gondolas are spotted at the center coal track.





In the upper middle of the photo, D&RGW #1704 is getting sand from the dual gauge sandhouse. This is stop number 2 on the outbound track from the turntable.



This view from the roundhouse shows the inbound turntable track on the left and outbound turntable track on the right. Each engine can be serviced without interfering with the other. The inbound track has coaling, (#1), ash dump (2) and water (#3). The outbound track has water (#1), sand (#2) and coaling (#3).



On the right is the turntable water tank. To the left, is the water column for both the inbound (stop #3) and outbound (stop #1) turntable tracks. In front of #3618 is stop # 2 on the inbound track, the ashpit. The ashes are picked up in a bucket and conveyed to the tower which dumps the ashes into a gondola that would be positioned on the track in front of the tower.

Tool Time

Bob Rothgery presented this month's Tool Time: **Tool Racks.**



Initially, Bob used this tool rack that he had purchased from MicroMark. As he was unhappy with it, he proceeded to make his own.

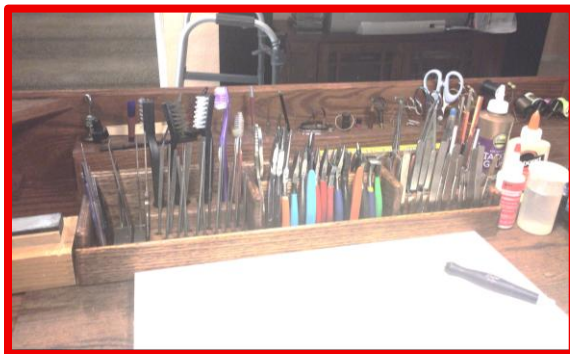




Bob's new rack that he made from oak.



The new rack filled with many of Bob's favorite tools.



The rack as it sits on his work bench along with other modeling needs..

Clinic

Larry Stephens presented the second part of his clinic "Abandoned Railroad Routes You Can Walk, Drive, Jeep, Hike, Bike and For Those Bound by Mobility Assisted Transportation, Smooth Roadbeds."

His presentation contains about 160 slides. It is too long to be covered in the Herald. Larry provided a free DVD of the clinic for anyone who wanted one. There will be copies available at the meeting throughout the summer.

This part of the clinic covered some of the abandoned roadbeds of the Midland, DSP&P, Greeley Salt Lake & Pacific, Denver Boulder and Western, Denver Northwestern and Pacific, D & RG, Argentine Central and Florence & Cripple Creek.

The following photos, taken by Larry, are examples of what can be seen traveling these routes. The first photo is of the Midland third tunnel near Buena vista; the second is a pond used for storing water for the water tank near Frisco; the third is a bridge near the east side of the alpine tunnel; the fourth is on the climb of the Argentine Railroad; the fifth is the D & RG trail at Salida; and the sixth photograph is near the top of Marshall Pass.

Much of the information presented was from the book Ghost Tracking Railroads in Colorado by Robert M. Ormes. It is available for purchase on EBay as a hard copy or as a free download at the following website:

<https://archive.org/details/ghost-tracking-railroads-in-colorado>





On-Track

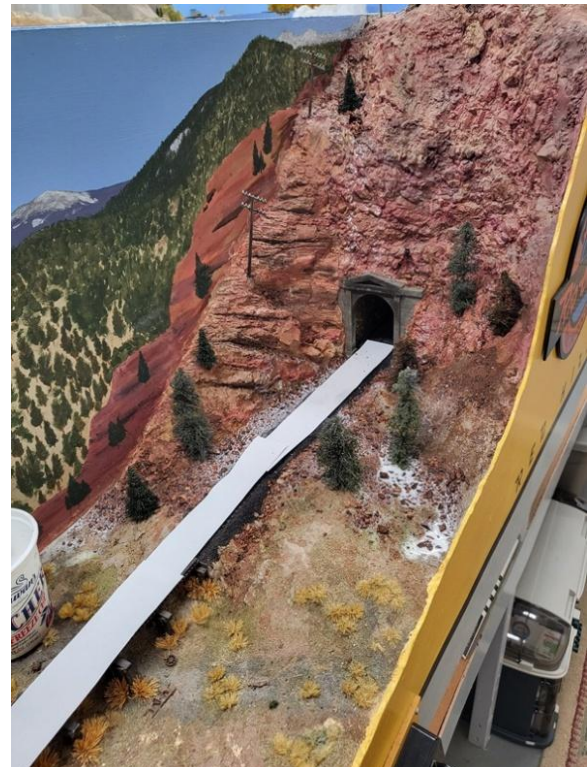
Members Progress

This column is devoted to showcasing the modeling efforts of Sunrise Division members. It can be anything—benchwork, wiring, weathering freight cars, depots, etc.

Gary Myers sent in the following for this column:

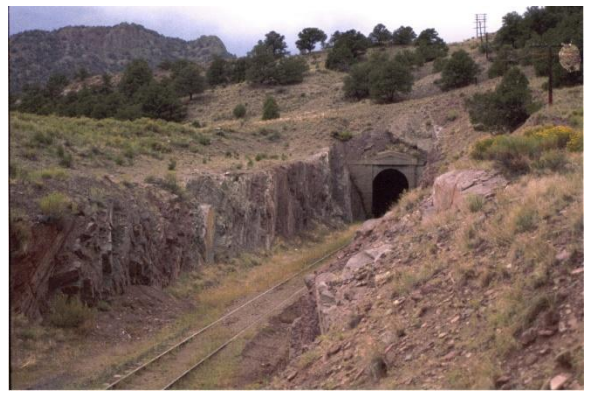
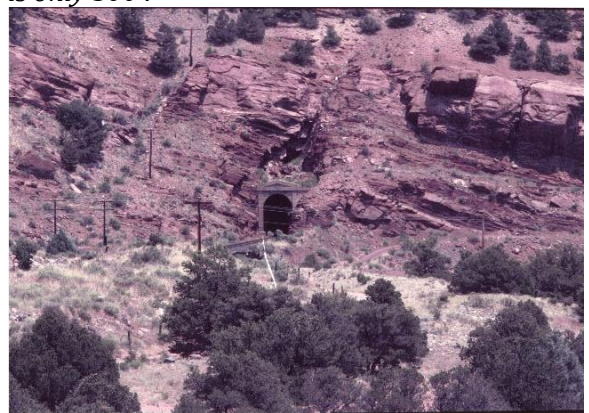
I recently presented my AP Scenery clinic at the RMR annual convention and pointed out how the judges look for signs of erosion in the terrain. That got me to working on adding talus to both sides of Red Hill Tunnel on the D&RGW mainline east of Salida, CO.

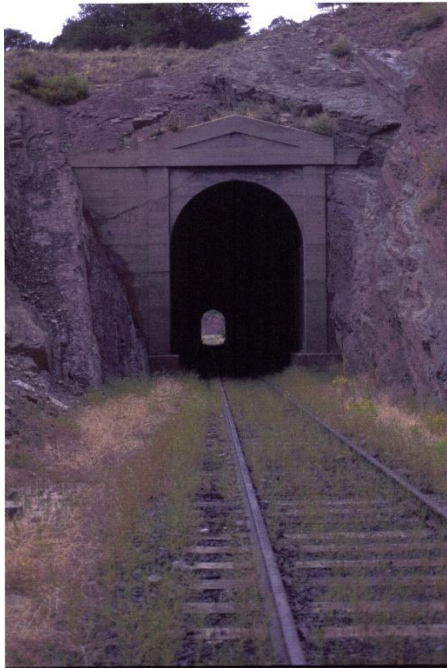
I covered the track, spritzed isopropyl alcohol on the new dirt and talus, and used a pipette to put on lots of wet glue, 30-40% Elmers and water, with some spritzes of alcohol. I put the dirt and talus along the ledges and cracks and let some fall and slide downhill. I have to finish painting the rocks in the hill on the south side of the track, add talus there, and more vegetation later.





Here are photos of the actual tunnel. The bore is only 500'.





This is posted to #master-builder-scenery in the NMRA Discord link;
[National Model Railroad Association](#)

Sunrise Extra Event

June's Event was a trip to Rocky Mountain Train Supply on Friday June 20, 2025. Members met in the Holy Love Lutheran Church parking lot in the morning and formed car-pools for the drive to Arvada. Following a very successful shopping spree at the store, the group proceeded to Applebee's restaurant for lunch and returned to the church parking lot in the early afternoon.

Mother Lode Model Railroading
14 Inverness Drive East
Suite A-140
Englewood, CO 80112

Come and Stake Your Claim! -

- July 12th 8:00 AM - 12 Noon
- August 9th 8:00 AM - 12 Noon
- September 13th 8:00 - 12 Noon

Also By Appointment - Call Us!

Visit our New Website - www.Mother-LodeTrains.com

Email: danraap2021@gmail.com
(303) 819-2937

WE BUY COLLECTIONS!

The Foothills Society of Model Railroaders swap meets
Green Mountain Presbyterian Church
12900 W. Alameda Parkway
Lakewood, CO
9:00 a.m. -11:30 a.m.
on the third Saturday of odd numbered months
(303)989-0087 or (303)985-1491



Saturday & Sunday, September 27-28th, 2025

Island Grove Event Center

421 N 15th Ave., Greeley, CO

Saturday 9:00am - 5:00pm

Sunday 9:00am - 4:00pm

Model Displays—Clinics—Hands on Stations

Vendor Room—Layouts

\$35—Early Registration

www.colorado-rpm.org



Hosted by the
Colorado Model Railroad Museum
and the
Northern Colorado Division NMRA



Registration for one day is \$20: both days \$35. Early bird pricing is in effect until September 1st, 2025: after that – one day is \$25, both days is \$40.

The following lunch and dinner options are available until September 12th: Saturday Lunch (\$15), Saturday Night BBQ at CMRM (\$20), and Sunday Lunch (\$15)

We need volunteers to set up and tear down the modular layout. We are not required to have trains running, just to be there for scenery.

To volunteer or for questions, email Adam Crews at adamcrews83@gmail.com

Saturday, July 12 & Sunday, July 13, 2025, 10:00am to 4:00pm
Tom Wilcox, land line: (303) 862-8491 cell: (978) 505-3024
23442 East Otero Drive, Aurora, Co 80016

This is an indoor layout, which is inside the gated community at the Heritage Eagle Bend Golf Course in the SE corner of the Denver metro area. **Gate code #3442** is required for entry.

Directions:

The numbered, turn-by-turn directions below start at **the intersection of S GARTRELL RD and Heritage Parkway**, traveling southbound on Gartrell Rd. At **the intersection**, to the right (West) on Heritage Pkwy, is the main entrance to the Heritage Eagle Bend Golf Course, which YOU DO NOT WANT; To the left on Heritage Pkwy is the entrance to the east side of the golf course, which IS THE WAY TO GO.

Note: If using GPS, it would be best to get directions only to the HEBGC clubhouse. Follow those directions only to **the intersection** of Gartrell Rd and Heritage Pkwy, BUT DO NOT TURN RIGHT INTO THE CLUBHOUSE as it will direct!, Instead, turn left and **follow the directions below**.

The fastest way to get to **the intersection** is taking 470 east to the Gartrell Rd exit. **The intersection** is 0.7 miles south of that exit. Unfortunately, 470 is a *toll road*. Alternatively, find your way to E ARAPAHOE RD, the major east-west artery in the southeastern Denver metro area. The major north-south arteries, I-25, PARKER RD, and SMOKY HILL RD, all intersect with Arapahoe Rd. The intersection with S Gartrell Rd is 9 miles east of I-25, 4.5 miles east of PARKER RD, and 1.8 miles west of SMOKY HILL RD where they cross Arapahoe Rd. The 470 overpass is 1 mile south of E Arapahoe Rd on S Gartrell Rd. **The intersection** is, therefore, 1.7 miles south of ARAPAHOE RD on GARTRELL RD,

1. At **the intersection**, turn **left** onto E. Heritage Pkwy (AWAY from the HEBGC Clubhouse)
2. **STOP** at the keypad on the left side of the VISTOR lane in front of the gate and key in the 5-character code “**#3442**” to open the gate. (This gate code is valid only on July 12 & 13, 2025)
3. Continue 0.2 mi through the gate and down to the T-intersection at the bottom of the hill.
4. At the T, turn right onto S ADDISON WAY.
5. At the next T (700ft), turn right again onto E. OTERO DR.
6. **23442** is 350ft up Otero at the third house on the left (with a cross buck in the driveway). You can park in the driveway or on either side of the roads near the house.

To enter the layout, follow the signs through the side door of the garage, into the house, and down a flight of stairs to the basement. The layout can accommodate about 15 people at any given time. The narrow viewing aisle offers limited opportunities to pass going in and coming out. But there is plenty of space in the finished part of the basement where you can wait for entry.

The layout is mounted on a flat table elevated 42” from the floor filling almost all of the 841 sq. ft. in the unfinished utility room. It has 181’ of mainline track with another 332’ of track in 27 stub and through sidings.

Most of the rolling stock is vintage LGB 1::22.5 narrow gauge equipment with a variety of real and imagined road names. All of the track is LGB sectional track. Locomotives are track-powered and

controlled using DCC. For manual operation, TCS hand-held throttles talk over home WiFi to a WI-Throttle Server provided by JMRI (Java Model Railroad Interface) software running on a Mac.

DCC operations are implemented by a DIY base station known to JMRI as DCC++. DCC++ software is in the public domain and runs on an Arduino micro-controller connected to JMRI via the home LAN. Eight more Arduino's are used to monitor sensors around the layout and report any activity back to JMRI.

Trains can also run under the complete control of software on the Mac. Each train is assigned a collection of routes that it may follow and also the places where it may stop. The order in which the routes are taken and the stops are made is random, but constrained by the length and type of train: Freight, Passenger, Transit, or Maintenance of Way. Once a train is dispatched, a script running within JRMI controls all aspects of the train's travel along its route, including selecting acceptable routes and stops, throwing the proper turnouts, controlling the speed and direction of the train, generating sounds available on the locomotive's sound card appropriate to each activity on the route, and, most importantly, always trying to enforce the rule that, at any given time, at most one train occupies any given section of track.

Not only is the layout chock full of tracks, but there are also numerous venues that the trains can stop at along their journeys through the layout

